

MIDLOTHIAN AREA COMMUNITY PLAN (Excerpt)

[The following discussion of planning factors, goals, recommendations and implementation are excerpted from the complete adopted Midlothian Area Community Plan. The complete plan is available under separate cover from the Chesterfield County Planning Department.]

**Adopted By The Board of Supervisors
April 12, 1989**

Amended February 12, 1992

Amended March 15, 2000

This amendment reduces recommended densities for residential development that generally drains to Swift Creek Reservoir.

**Prepared by:
Chesterfield County Planning Department
in conjunction with
Midlothian Citizen Advisory Committee**

Reformatted October 2006

List of Participants

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Citizens of Chesterfield County

Introduction

The **Midlothian Area Community Plan** amends the **Northern Area Plan** and will be used by decision makers to plan for future land use, transportation and public facility needs. This Plan is the result of a cooperative effort involving an 18-member Midlothian Citizen Advisory Committee. Following a nine month public review process, the Chesterfield County Board of Supervisors voted unanimously to adopt the Plan on April 12, 1989. Major concerns expressed during this review period focused on several issues:

- Aesthetic quality of recent construction;
- Protection of neighborhoods from commercial encroachment;
- Extension of Salisbury Drive and additional access into the Village;
- Long term potential for a Village Square mixed use development in the Salisbury Drive/Oak Lane/Mt. Pisgah drive vicinity; and
- Exact location and impact of the planned Rt. 288/Coalfield Road interchange (which will be the subject of a Phase II planning study).

This document contains the adopted Midlothian Area Community which is the product of this review and exchange of ideas.

The Adopted Plan (Excerpt)

The adopted Land Use and Transportation Plan for the Midlothian Area Community, shown here, is intended as a detailed guide to accommodate the additional development expected at "build out", which will occur within the next 20 years. The Plan is heavily influenced by existing conditions and resources, zoning, and trends in land use conversion and demographics. The anticipated increase in development is expected as a result of expanded economic growth at nearby regional centers and continued availability of high quality residential environments. The Transportation Plan element reflects the findings of traffic analysis which correspond to the scale and type of transportation facilities needed to adequately serve the planned land use pattern.

The development goals and policies, included as part of the **Midlothian Area Community Plan**, provide a framework for implementation. Also provided are specific actions that are intended to assist in achieving the adopted goals and policies.

Land Use Plan

In recent years the pace of residential and business growth has significantly altered the landscape of the Midlothian area. The resulting development indicates a need to address issues relating to land use compatibility, community identity and streetscape appearance, residential variety, and environmental impacts of development. Land use relationships designated in the Plan reinforce policy statements contained in the Development Goals and Policies section.

This Plan is similar in basic form to the existing land use pattern, which in some locations is already in place. It is assumed that the annual rate of population growth will stabilize somewhat below current levels of approximately thirty percent (which reflects a small base year population). As stated earlier, the Plan represents a "build-out" scenario at which time the Midlothian Community will have approximately 7,000 housing units and a population in the range of 17,500 persons. This growth is based upon opportunities for expanded economic activity at regional centers and continued strength of locational and cultural features in attracting newcomers.

The focus of activity continues to be Midlothian Turnpike despite the shrinking number of undeveloped frontage parcels. This is especially apparent in the historic Village Center which is best described as a multi-functional development area that is pedestrian oriented. This contrasts sharply with nearby activity centers on Route 60 designated for development as Regional Centers. These centers will have improved highway access, increasing their potential for a mix of high intensity office, retail, service, light industrial, and multi-family residential development. The Midlothian community is located between three planned Regional Centers (at Chesterfield Towne Center and at the proposed interchanges of Route 288 at Route 60 near Watkins' Nursery and at Coalfield Road). Based on the character of recent construction activity west of Courthouse Road, it appears that Chesterfield Towne Center is stimulating interest in higher intensity uses west toward Falling Creek and Midlothian Village. Vacant and underutilized acreage along the corridor is subject to this development pressure;

several large parcels have already gained zoning approval for intense commercial activity.

The designation of activity centers establishes a hierarchy of land use intensities based on locational features. This concept implies that a mixture of uses can be considered appropriate at a given location if they are within the same level of intensity, or external impact. A category of land use intensity can include a "family of uses," each of which has a similar service/ market area or orientation reflecting its accessibility to the road network, traffic impact, floor area ratio, building scale, pedestrian amenities, etc. For example, in a compact, Village environment a compatible mix of uses might include a food store, pharmacy, specialty shops, galleries, restaurants, bed and breakfast inn, churches, schools, professional and government offices, apartments, and a park. It should be emphasized that adequate transitions are needed between activity centers in order to lessen the impacts on existing neighborhoods and/or adjacent areas not planned for more intense future uses. Careful site planning is critical.

Planning for future uses, especially in the Midlothian Turnpike area, must consider the intensity, project scale and specific uses appropriate for land areas between the Regional Centers and Midlothian Village and residential areas. Because of their strategic location, these transition areas should receive special consideration. Commercial development should take place on sizeable parcels to avoid highway-oriented, strip commercial uses on separate, small parcels. Mixed use projects, including larger scale retail/service or office/business developments should be located adjacent to Midlothian Turnpike and have access to a major arterial. This type of development is appropriate in a Suburban Commercial District which is auto-oriented in design and includes retail shopping centers, office/service establishments, and other compatible uses. Single family residential uses should be separated by lower intensity Planned Transition Areas (including neighborhood office, personal services, medium to high density housing, and community facility uses) and by natural buffer areas to preserve the integrity of the landscape and to provide pedestrian access to a trail system. The overall intent of the Planned Transition Area is to promote decreasing land use intensities in and around centers that serve a community trade area (as opposed to having a regional focus). Development should minimize traffic and other impacts and should also be compatible with surrounding neighborhoods in scale and quality of design.

Closer to the Village boundaries, the intensity and compatibility of uses along Midlothian Turnpike

become of utmost importance if the smaller scale, pedestrian character of the Village is to be successfully enhanced. As the Route 288 interchange develops to the south, the Coalfield Road area will undoubtedly receive increasing pressure for expanded business activity. Special effort needs to be devoted to limiting non-residential development to established centers and to corresponding uses that reflect a sensitivity to design features.

The designation of planned retail and office centers is integral to improving the aesthetic and functional quality of Midlothian Turnpike. Application of the Corridor Overlay District Standards to transition areas between regional centers and the Village (west of Courthouse Road and east of the Southern Railroad Crossing) will result in a more coordinated and less chaotic streetscape, reflective of the higher quality development standards set in other suburbanizing areas of the County.

Within the Village boundaries, however, the character of the Midlothian Turnpike corridor should be less suburban, and more pedestrian-oriented in order to maintain the smaller scale, Village ambiance. A Village Overlay District, with appropriate site design standards, should encourage smaller building setbacks, improved compatibility of architectural features, coordinated signage, additional landscaping, limited driveway access, improved pedestrian system, etc. These standards should be supplemented by a Streetscape Improvement Program that will unify the Midlothian Turnpike corridor with street trees, decorative lighting, and other pedestrian circulation improvements. Also, local historic district status should be sought to protect the integrity of these buildings from inappropriate exterior changes or incompatible uses.

Protection must be afforded to established residential neighborhood in the Salisbury Drive/Oak Lane/Mt. Pisgah Drive area and in the Westfield Road area. These two areas, each having an internal, neighborhood focus should remain residential in character. Any future commercial use would be inappropriate for most of this area.

The area south of the proposed Historic District is subject to development pressure for non-residential uses by virtue of its proximity to Midlothian Turnpike and present zoning. The nearby concentration of historic buildings combined with a pedestrian oriented ambiance creates a positive setting for possible office and other transitional uses that are compatible with continued residential use. An initial step has already occurred on Crowder Drive. In order to plan for this future possibility, the Plan addresses

this potentiality by directing the transition process, restricting non-residential uses and controlling site design. A transition approach must be comprehensive, not piecemeal and restricted to key locations, not scattered throughout the Village. Any future request for change must be part of a coordinated plan of development maintaining the design quality and historic character of the area. If pressure for non-residential uses occurs in the future, the planning process must insure property owners that compatibility with the residential character and ambiance of the Village will be protected and preserved. The timing, streetscape improvements, use relationships, direct impacts on existing residences, and site design are critical to the success of such a transition.

A proposed Village Square site is located south of Route 60, adjacent to Midlothian Middle School athletic fields and a proposed arterial. This site offers good vehicle and pedestrian access and has the visibility needed to form a strong community focus in a newly developing residential area. Over time it is anticipated that small highway-oriented businesses in the Route 60 Corridor will be redeveloped, in conjunction with new roadway links, to reinforce the internal focus.

Creation of a green space which is visible on Midlothian Turnpike will be an important element. Compatible facade treatment and signage, location and mix of compatible uses, pedestrian amenities and enhancement of historic and natural features will be vital to the long-term success of the Village Square area as well as to the larger community. For these reasons, it is recommended that the land be under single ownership and be subject to strict design regulations.

Outside of the Village neighborhoods, areas have been designated to serve as additional buffer/transition zones for the Village because of increasing development pressure in the Midlothian Turnpike corridor. Village Fringe Areas, located adjacent to Route 60, are appropriate for coordinated, mixed use development compatible with surrounding neighborhoods and including primarily office, multi-unit housing, community facilities, and personal services. By comparison, the Village Shopping District, provides the appropriate access and setting for major retail/service activities in the Village Area including neighborhood shopping centers, office/service establishments and public facilities.

For areas surrounding the Village, land use recommendations reflect an approach which is designed to protect existing and planned high quality residential neighborhoods. In addition,

opportunities exist to develop a variety of housing types at densities appropriate to the intensities of adjacent, planned activity centers and transportation and utility improvements. It should be noted that areas designated for higher residential densities will serve as transitional zones to lower density subdivisions. Office uses, triggered by substantial residential and commercial development, are also recommended along major arterials because they provide an improved transition of land uses between higher intensity business uses and medium to low density residential uses. Such an approach should also result in improved traffic flow through implementation of access management techniques and construction of new collector and arterial roads. Potential neighborhood compatibility problems (which would result from separate, uncoordinated development of smaller parcels) are avoided by providing generous buffers and by limiting the intensity of activity to those uses most likely to be compatible with adjacent neighborhoods.

In the Village Fringe/Planned Transition Area that serves as the entrance to the Walton Park subdivision, special consideration must be given to the future development of these parcels, the alignment of a new major arterial, and the potential construction of an overhead power transmission line. By restricting commercial uses in this area to sites north of the major arterial, providing a separate access road to serve the neighborhood and limiting access to Old Walton Park Road, through traffic in the neighborhood should be reduced. Further, land uses north of the subdivision should continue to be residential. Medium density development is appropriate with the potential for lower density, single family development to the east, well insulated from Midlothian Turnpike and more intense uses. Should the right-of-way for a proposed 100-foot wide Virginia Power transmission line be located less than 300 feet north of Walton Park, this resulting strip of land should serve as both a natural buffer and a separation of land uses to reduce the visual and psychological impacts of the powerline. Likewise, preservation of sufficient natural buffer is needed to protect residences from the planned major arterial northwest of Walton Park and future residential development.

As the residential areas south of Midlothian Turnpike grow, so too will the pressure for additional business development to accommodate convenience-type purchases. Because of the proximity of these neighborhoods to large commercial centers along the Midlothian Turnpike corridor and at the future Centrepont development, demand for such convenience uses can be satisfied at these locations. Uses appropriate for arterial/neighborhood collector

intersections might include uses such as churches and day care facilities.

Areas recommended for parks, recreation and open space include existing and planned active recreation areas as well as areas which should be protected because of physical limitations restricting development potential for more intensive uses. These areas, mainly associated with stream valleys, provide opportunities for establishing linear parks for passive outdoor pursuits, such as hiking, nature study and picnicking. In addition, natural areas function as buffers for adjacent residences. With growth pressures diverted elsewhere, unique and valuable natural areas and open space can be more effectively preserved long term as part of a Countywide conservation program.

With the development potential of the Midlothian community linked with that of the Powhite/Route 288 and the Northern Planning Areas, it should be emphasized that the future land use pattern for these study areas be considered jointly, in a continuous process. This Plan will be refined in a Phase II effort so that additional details of the proposed Route 288 interchange at Coalfield Road can be studied. Specific impacts in the southwest portion of the Midlothian study area will require intense evaluation to determine appropriate land use and transportation patterns in light of the recent alignment selection.

Transportation Plan

The Transportation Plan is designed to provide the improvements necessary to serve the designated land use pattern for the Midlothian community. Heavy demands on the transportation network will result from the growth that is expected for Midlothian and the larger, Upper Swift Creek Basin Area. Based on traffic forecast data, it can be concluded that by 2005, facilities with capacity problems will include Route 60, Courthouse Road, Coalfield Road, Winterfield Road, and Powhite Parkway. Potential for widening Route 60 is limited between Old Buckingham and Winterfield Roads; the planned 90-foot right-of-way through the Village Area is maintained to preserve future development options. Other facilities such as Coalfield Road and Powhite Parkway will require six lanes in the future to operate adequately.

Alternative uses of additional Route 60 right-of-way include improving poor traffic flow conditions and/or implementing streetscape improvements. Existing right-of-way averages 72 to 76 feet between Mt. Pisgah and Sycamore Square Drive; four travel lanes plus median width extends to 52 feet, with the remaining 20 feet of existing right-of-way divided equally north and south of existing

pavement. Thus, intersection improvements and/or eventual widening to six lanes may be considered necessary as a result of a projected traffic volume increase of 87 percent between now and 2005. By comparison, installation of unifying streetscape elements (wider, planted medians, street trees, expanded sidewalk setbacks, etc.) could compliment high quality, Village design standards in establishing an aesthetically pleasing environment for pedestrians and motorists. This issue presents a variety of roadway design alternatives for future consideration.

Traffic evaluations suggest that a four-lane (limited access) freeway will be needed to handle traffic headed to and from areas north of the James River. Planned Route 288 is not addressed in this Plan, however, since additional, detailed study is necessary to evaluate specific impacts associated with the recently selected alignment. Based on past experience it is essential that the designated right-of-way be protected from encroachment by future development. Following completion of the preliminary engineering phase, it will be appropriate to begin right-of-way acquisition for the northern leg of Route 288.

The following additions to the arterial/collector system will improve land access through the area:

- Realignment of Winterfield Road westward to correct the unsafe alignment of two sharp curves near the railroad track. (1992 Amendment)
- Construction of an east-west collector north of Rt. 60 to provide alternate access from the Winterfield Road area to the Route 288/Route 60 interchange area, thus limiting travel on Route 60. (1992 Amendment)
- Construction of two east-west arterial roads (parkways) with access limited to key intersections. These facilities will "open up" undeveloped areas south of Midlothian Turnpike and divert some traffic off congested Route 60, especially during peak hours. In order to prevent through traffic impacts on Walton Park Road, new right-of-way with separate shopping and south bound vehicles from those using the new "T" type entrance to Walton Park.
- Provision of a north-south link to the arterial described above, which will provide an alternate to Coalfield Road and direct access to the Village Square. This facility will alleviate traffic volume increases on existing Coalfield Road and will provide an improved, signalized intersection at Route 60. Existing

Coalfield near Route 60 is expected to function as a 90-foot major collector and will "T" into the new arterial.

- Extension of Charter Colony Parkway to feed into the Powhite Extension.
- Realignment of Otterdale Road south of the Route 60 intersection to provide improved traffic capacity and to reduce increasing volumes on existing single family residential neighborhoods.
- Construction of a north-south arterial road between the Balmore and Jamestowne International developments to provide joint access from Route 60 and to serve residential areas.
- Provision of an east-west collector road between the Balmore site and Charter Colony Parkway to provide an alternative to Route 60.
- Connection between Walton Park and Farnham Road, based on future site development proposals, that allow for design flexibility.

Implementation of this ambitious roadway improvement plan will likely occur over an extended period of time. In the interim, opportunities for alternate travel modes should be studied, including the feasibility of commuter rail service using existing railroad tracks.

The need and phasing for the improvements contained in the Transportation Plan will be dependent upon the specific rate of future growth that actually occurs. As a result, preservation of the necessary right-of-way for each of the planned street improvements is of utmost importance. For those roadway improvements where careful design consideration is needed to minimize impacts on existing development, preliminary design studies should be undertaken to clearly define specific right-of-way requirements along each section of the roadway. Another study is needed to address concerns in the Village where increased traffic volumes and vehicle speeds have resulted in suggestions from residents that consideration be given to one-way traffic eastbound on Westfield Road and Oak Lane, and Mt. Pisgah Drive southbound.

Goals and Policies

A vital element of the planning process involves goal setting and development of related policies. In the effort to generate a plan for Midlothian's future, the public raised a series of important

development issues at the onset of the planning process which focused on aesthetics, neighborhood vitality, community involvement, recreation, public facilities, resource protection and transportation improvements. This community input was further refined by the Midlothian Citizen Advisory Committee who translated these concerns into a set of recommended development goals and policies for consideration by the Chesterfield County Board of Supervisors, as well as the Planning Commission. By intent, they are linked to adopted Plans for the Northern Area and to priority capital improvement plan projects.

The goals presented here are statements of general direction which are intended to be a basic guide for development decisions. Each goal statement is accompanied by related policy statements. The policies describe rules or courses of action to be followed in reaching a goal; implied within each policy statement is a specific accomplishment which is the result of carrying out the policy. The individual goals and policies are part of an interrelated network. This network provides the basis for implementation measures, which define specific actions to carry out the following goals and policies.

Aesthetics

Improve aesthetics and functional character of development along Midlothian Turnpike.

- Focus higher intensity land uses onto Midlothian Turnpike and discourage commercial strip development by grouping commercial uses at appropriate locations where compatibility can be maintained.
- Implement higher quality and more specific design standards.
- Enhance historic village character and pedestrian scale through appropriate urban design techniques.
- Coordinate vehicular access to Midlothian Turnpike.
- Preserve wooded character of Midlothian Turnpike where possible.

Neighborhoods

Designate residential areas that will enhance the variety of living environments, contribute to community identity, and maintain neighborhood stability.

- Promote residential variety in terms of densities and housing types.

- Protect neighborhoods from encroachment of incompatible uses by employing transitional uses, buffers, and natural features.

Community Involvement

Foster greater community understanding and involvement in the County's planning process.

- Establish and maintain communication with citizens through civic associations and other means.
- Facilitate community participation in the development process.

Recreation

Develop a broad range of recreational opportunities as a part of a master plan for parks and open space.

- Continue to provide neighborhood and community recreation facilities.
- Maximize use of school sites and publicly owned property.
- Encourage provision of private neighborhood facilities in new residential developments.
- Identify and locate future community level park facilities (including bike and pedestrian trails and historic coal mines), and protect these areas from more intensive or incompatible development.

Public Facilities

Provide and maintain public facilities and services (for fire stations, libraries, utilities, drainage) at a high level, consistent with service standards outlined in the Chesterfield Plan for Public Facilities.

- Plan and preserve land in advance for public facility expansions when practicable.
- Develop County facilities on multi-purpose sites when possible.
- Encourage the dedication of useable land and extension of public utilities when the need is substantially generated by a major development.

- Implement drainage improvements when warranted.

Resource Protection

Protect areas or sites of significant environmental, historic or scenic character from incompatible for intensive development.

- Designate environmentally - sensitive areas and specific guidelines for use and development.
- Establish and maintain a "greenway" system which could protect sensitive areas and contribute to a County trail system.
- Incorporate environmental assessment procedures into the development approval process.
- Assess historic resources and develop methods to protect high priority historic sites.

Transportation

Provide an efficient, cost-effective and safe transportation system.

- Implement traffic improvements, such as signalization, turning lanes, access management, and vertical and horizontal changes and increase overall capacity and safety of County roadways.
- Provide for safe pedestrian and bicycle travel.
- Plan and design the transportation system to support the timing of growth as well as the land use pattern and emergency access.
- Establish an exact centerline for Route 288 (northern leg) and obtain the necessary right-of-way to protect the corridor.
- Continue to preserve designated right-of-way widths in accordance with the Plan.
- Direct travel patterns to limit through traffic in neighborhoods.
- Offer and promote the use of alternate travel methods by commuters.

Implementation

To effectively address growth issues in the Midlothian area, policy commitments must be made and followed to assure that development takes place in accordance with the best interest of the community. Development patterns can be

substantially affected by County policies to manage and encourage growth in a manner most compatible with the environment, existing land uses, and the County's ability to provide public services and to protect the health, safety and welfare of its citizens.

This section highlights selected implementation strategies designed to achieve the goals and policies established for development in the Midlothian area (refer to Goals and Policies section for complete policy framework). Specific actions, defined as being integral to the implementation of this Plan, include projects which can be initiated and/or completed within a two year time frame. Other projects will be longer term. It is vitally important that the implementing actions contained herein receive follow-up attention and administrative coordination.

Aesthetics

Short term actions:

- Amend County Zoning Ordinance to extend Corridor Overlay District design standards or higher within transition areas adjacent to Route 60.
- Develop specific, higher quality design standards and a design guidelines manual for the Midlothian Village area.
- Initiate historic district designation process for Midlothian at the County level.
- Initiate phased Midlothian Village Streetscape Improvement Project through County Capital Improvements Program.

Long term actions:

- Develop historic preservation plan for Midlothian.
- Implement tree preservation and tree planting programs.
- Construct additional sidewalks per the Pedestrian Circulation Plan.

Neighborhoods

Short term actions:

- Establish use of a land compatibility matrix to determine need/extent of buffering.
- Obtain upgraded site amenities, preservation of open space/natural features.

Community Involvement

Short term actions:

- Incorporate citizen committee role in implementation projects.

Recreation

Short term actions:

- Perform site location study and prepare plan of development for Midlothian Area Community Park.

Long term actions:

- Facilitate development of historical park at Grove Shaft mine, and incorporate abandoned railroad right-of-way as pedestrian trail and buffer.
- Establish trail system to link community facilities and provide for passive recreation per a Countywide Trail Plan.

Public Facilities

Short term actions:

- Study feasibility of creating Public Safety Complex near Centrepont.
- Work with Virginia Power and property owners to minimize impacts of proposed transmission line.

Long term actions:

- Designate park-n-ride lots in the Coalfield Road corridor and at new Midlothian Area Community Park.

Resource Protection

Short term actions:

- Identify and establish conservation areas.

Long term actions:

- Revise development regulations and implement use.

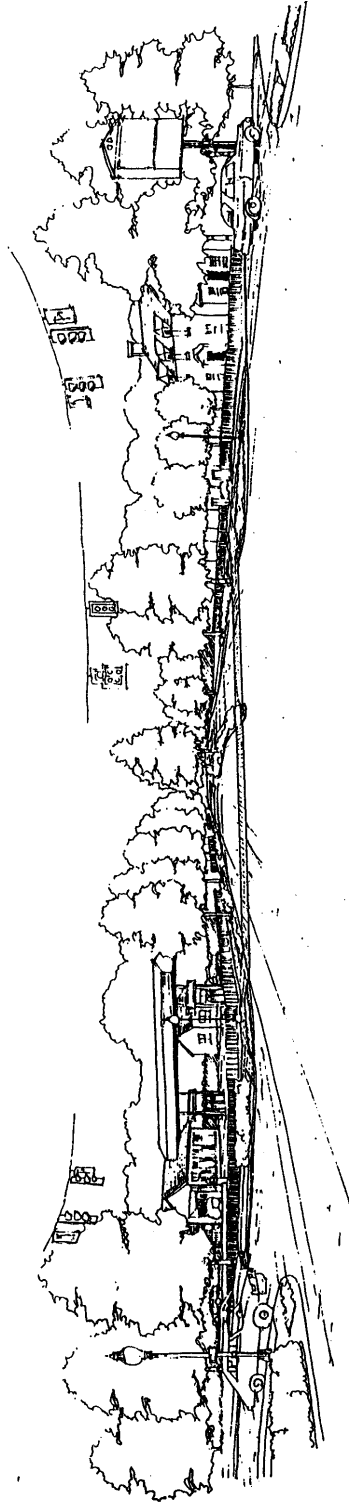
Transportation

Short term actions:

- Update traffic forecasts and project needs connected with development of growth areas.
- Prepare an intensive Phase II study to address transportation and land use impacts of the selected Route 288 interchange alignment in the Coalfield Road area.
- Seek construction of bikeways and pedestrian paths in conjunction with construction projects.
- Explore feasibility of extending transit service to Midlothian.

Long term actions:

- Implement alignment correction project on Winterfield Road.

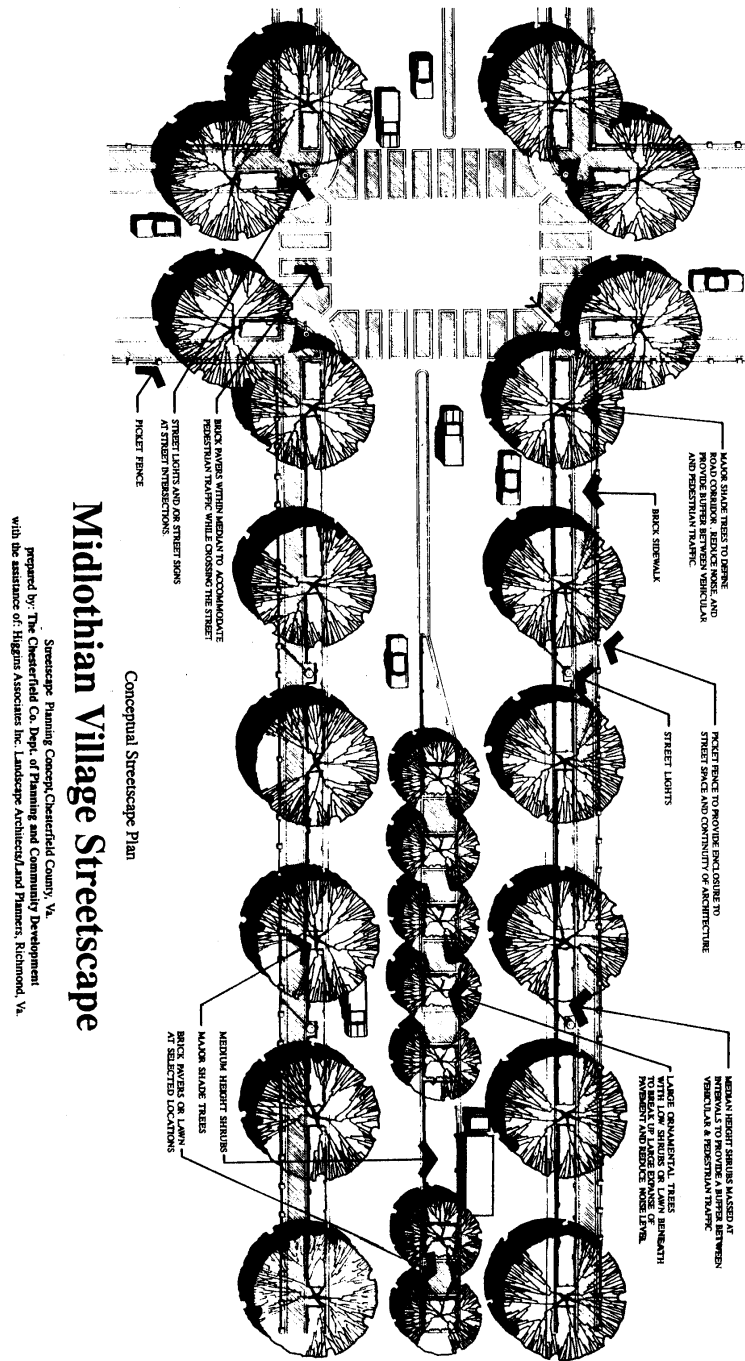


Midlothian Turnpike Looking East at Crowder Road

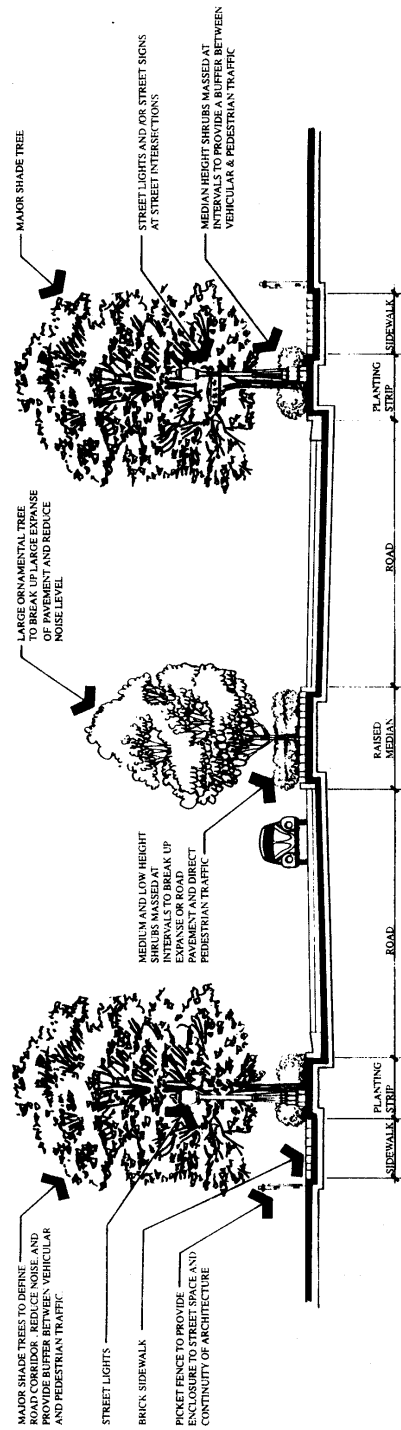
Midlothian Village Streetscape

Streetscape Planning Concept, Chesterfield County, Va.
prepared by: The Chesterfield Co. Dept. of Planning and Community Development
with the assistance of: Higgins Associates Inc., Landscape Architects/Land Planners, Richmond, Va.

Adopted by Board of Supervisors April 12, 1989



Adopted by Board of Supervisors April 22, 2008



Conceptual Streetscape Section Midlothian Village Streetscape

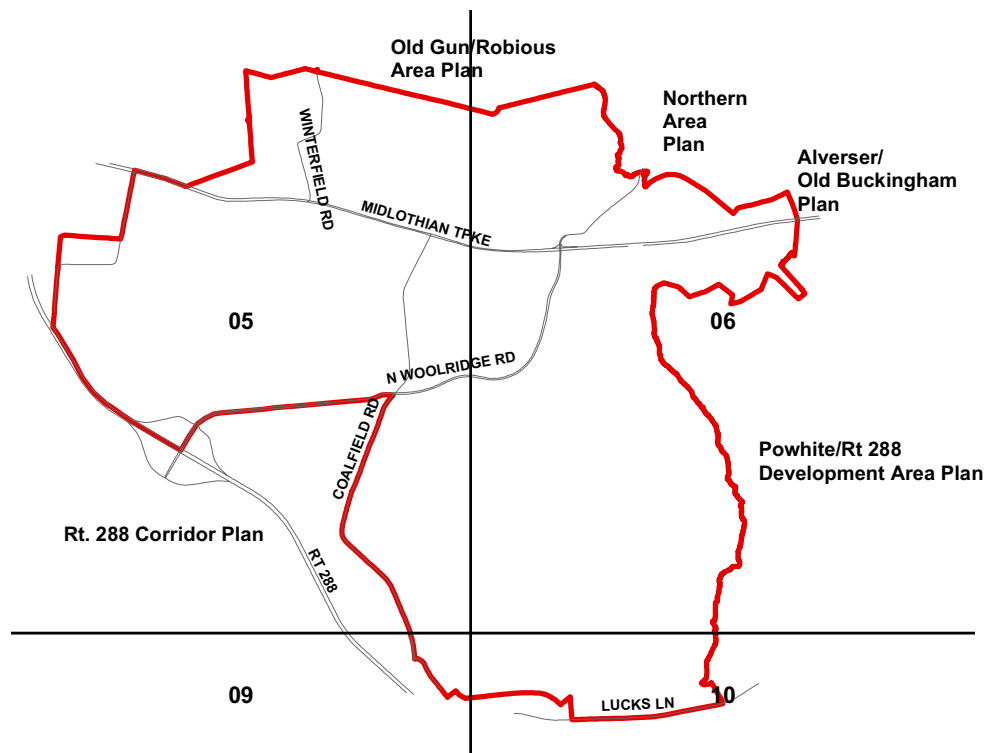
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The Midlothian Area Community Plan

In 2006, Chesterfield County Planning Department consolidated all individual land use plan maps in the *Plan For Chesterfield* into the county's Geographic Information System (GIS). The land use plan for The Midlothian Area Community Plan is now published in two forms: 1) as part of a countywide land use plan map, and 2) on land use plan grid map numbers 05,06,09,10

The recommended land use category definitions for the land use plan and the notes associated with the plan follows this page.



Copies of the Plan For Chesterfield countywide land use plan map and each of its more detailed 46 grid maps are available through the following sources:

- On the *Chesterfield County Planning Department* CD. This CD is included with paper copies of *The Plan for Chesterfield*, and also available separately from the Chesterfield County Planning Department.
- On Internet at <http://www.chesterfield.gov/plan>.

Questions Concerning the Plan For Chesterfield and its related land use plans should be directed to the Chesterfield County Planning Department at 804/748-1050 or planning@chesterfield.gov.

The Midlothian Area Community Plan

Low Density Residential

Single-Family detached housing is the predominant use; may also incorporate schools and playgrounds, places of worship and isolated neighborhood services uses.

1.01 to 2.0 units/acre

Note

Projects that drain away from swift creek reservoir may be appropriate for densities of up to 2.5 dwellings per acre.

1.01 to 2.5 units/acre

Medium Density Residential

Housing types will be predominantly single-family detached units, and may also include schools and playgrounds, places of worship and isolated neighborhood service uses.

2.51 to 4.0 units/acre

Areas of Special Consideration

Suburban Commercial District:

Suburban, auto-oriented design district to include retail shopping centers, office-service establishments and similar uses.

Planned Transition Area:

This area is appropriate for mixed-use development that contributes to an overall transition to a smaller scale, pedestrian-oriented environment in Midlothian Village. Primary uses will include office, medium-density housing (7-14 units/acre), personal services and community facilities.

Village Area:

The historic village area requires careful development using special design standards to maintain its potential for long-term preservation of a pedestrian scale environment containing retail, office, public and residential uses.

Residential Area:

This established neighborhood has and internalized focus and should remain residential in character.

Proposed Historic District:

This area has a high concentration of historically significant buildings which should be preserved.

Village Fringe Area:

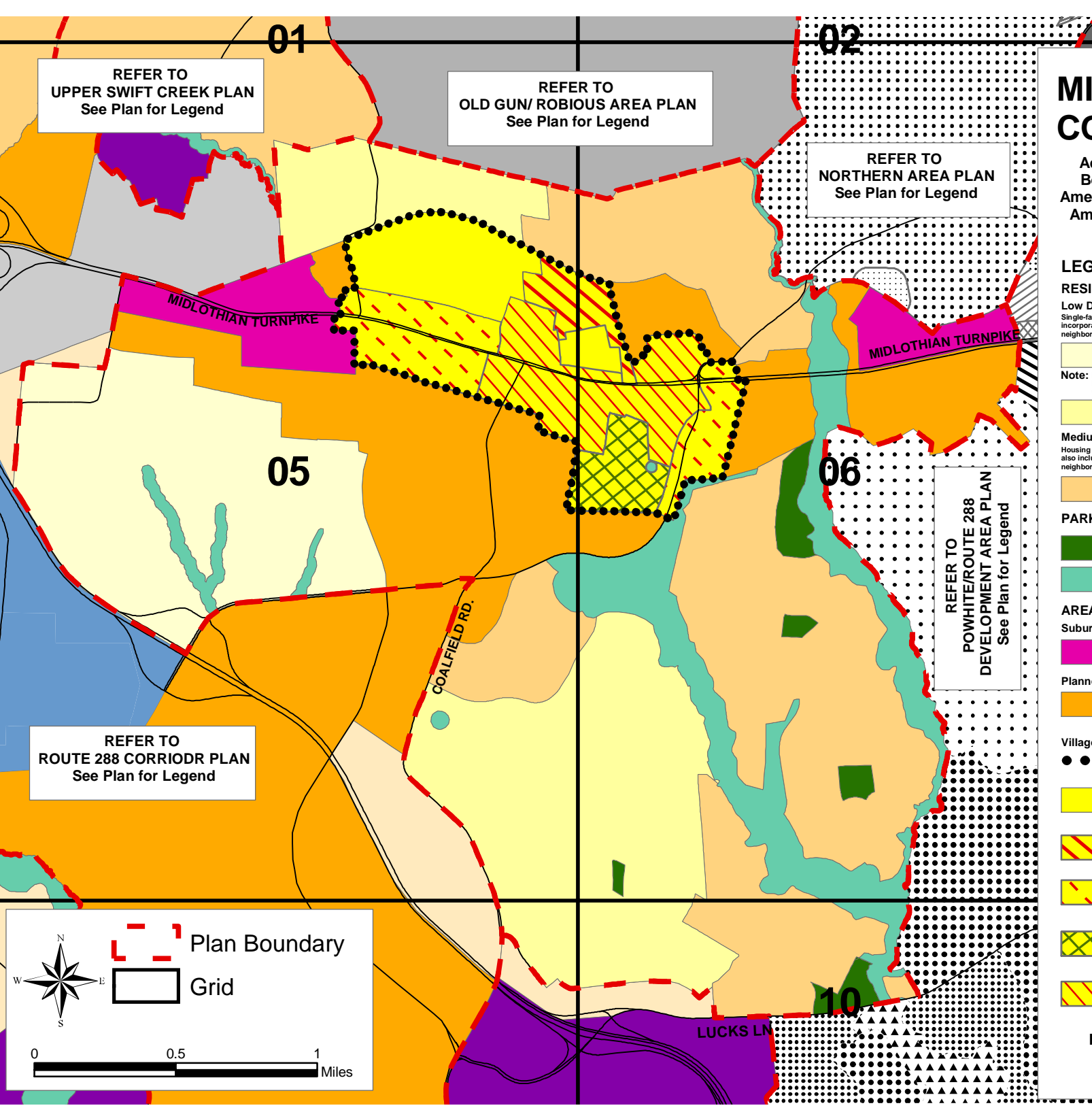
This area is appropriate for mixed use development compatible with surrounding neighborhoods and including primarily office, multi-unit housing, community facilities, and personal services.

Village Square:

This area provides an internalized focal point for pedestrian activities in a well defined plaza area which combines neighborhood retail, office, service, residential and public uses.

Village Shopping District:

A concentration of retail/service activities is appropriate in this area including neighborhood shopping centers, office/service establishments and public facilities.



REFER TO
UPPER SWIFT CREEK PLAN
See Plan for Legend

REFER TO
OLD GUN/ ROBIOUS AREA PLAN
See Plan for Legend

REFER TO
NORTHERN AREA PLAN
See Plan for Legend

REFER TO
POWHITE/ROUTE 288
DEVELOPMENT AREA PLAN
See Plan for Legend

REFER TO
ROUTE 288 CORRIDOR PLAN
See Plan for Legend

MIDLOTHIAN AREA COMMUNITY PLAN

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LEGEND

RESIDENTIAL

Low Density

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Residential: 1.01 to 2.0 units/acre

Note: Projects that drain away from Swift Creek
Reservoir may be appropriate for densities of
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Residential: 2.51 to 4.0 units/acre

PARKS, RECREATION & OPEN SPACE

Active Recreation

Passive Recreation/Conservation Area

AREAS OF SPECIAL CONSIDERATION

Suburban Commercial District

Suburban, auto-oriented design district to include retail shopping centers, office-service establishments and similar uses.

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This area is appropriate for mixed use development compatible with surrounding neighborhoods and including primarily office, multi-unit housing, community facilities, and personal services.

Village Square
This area provides an internalized focal point for pedestrian activities in a well defined plaza area which combines neighborhood retail, office, service, residential and public uses.

Village Shopping District
A concentration of retail/service activities is appropriate in this area including neighborhood shopping centers, office/service establishments and public facilities.

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